RUSSIA.

The War Feeling in St. Petersburg.

BEACONSFIELD AND GORTSCHAKOFF.

Muscovitish Opinions of Ameri-, ca's Opportunities.

Diplomacy, which since the Crimean War has come to be regarded as competent to furnish an anodyne for every angry throb between Ottoman and Siav, bas failed dismally. The Andrassy note, the Berlin Conterence, the Constantinople Conference and lastly the London protocol have neither awakened the Turk to a sense of his anomalous style of government in Europe nor enabled Russia to avoid the war forced upon her by circumstances. There is a limit even to the power of the Autocrat of all the Russias, and this would have been rudely broken through had Russia crushed down the sympathy of the people for their brothers of race and religion undergoing such oppression across her borders at the hands of the hereditary enemy of the orthodox Russian. The government realizes most keenly that war means to Russia worse than mere waste and bloodshed. It means a retrogression in the prosperity of the country which has made such gigantic strides under the present Emperor. It means husbed factories, an empty treasury, and, perhaps, disaffection in those parts of the country not yet weided into the mass, and beyond these severe costs it neans, so far as can be foreseen, outside complications likely to rock the Empire to its centre. Yet Russia cannot besitate. She feels that in the concessions already made to the whims, to the prograstinations and to the political jealousy of England her own honor has barely escaped tarnish, and beyond this lies the conviction that a war has to come sooner or later on this

the rescue from all quarters—Southern Europe, Asia, Northern Africa—where the name of the Prophet is alcored, and all the terrible features which mark every religious struggle would form part of the present contest. Our own Prophet, too, the leader of the hosts of Israel, seems to be preparing to unjurities blood-direnched rag. He is arming and drilling his followers with great activity, and appears to their fanaticism are being made in the releasts of the story of "our persecutions." We do not wish to hurt the feelings of His Imperial Majesty the Suitan by saying there are many points of similarity between the two leaders of the faithful. The Ditoman government has become a public neurance—away behind the age, his people unassimilative, cruel in their instincts, impure in their morals and stained with many crimes, among which the Bulgarian atroctices are the most blood curding. Brigham's little close corporation, set up in the heart of a free Republic, has also become a public nuisance, and the voice of the American people is pretty unanimous in demanding that it be overturned. Polygamy is an about mation a Christian community cannot away with, and his obstinatemisrule stands so in the way of progress and development that it can no integer plead a reason to be. The brutal excesses wreaked by the fanatical Turkish soldiers upon a defenceless population produced a thrill of horror introughout the civilized world. And so the treacher-nous assassination of the Araansas emigrants, with the many other deeds of blood done in this darkened land, "In the name of God," lave caused such a horror in the American people that they demand justice upon the heads of those who are responsible for the critics and set that this dangerous ecclesiastical organization be effectually broken up. The Russiana have taken hold of the Osmania and are likely to give them a rude shaking. And so the officers of the leakers of these who are responsible for the critics and a full the produced a triple to the facilities of the officers of the l

them, no concessions can be made to the present age, no departure from the assumed will of the Lord. Hence the issue will have to be fought out—in Europe with rifled guns and battering trains, in Utab with judicial forms and criminal processes. If the confict grows so hot as to be uncomfortable for the Turkish ruler he can lef fly the flag of the Prophet and six up the fanatic rage of his followers in ransom of his throne. And if in Zion "the damned, cussed hounds of the law" become too familiar in their attentions to Brigham he can crook his historic little flager, unfurithat red tandanna of his, and unsheathing his bowlokatic hide in the last ditch. These succe gude folkare going to make a valorous defence of their barems in both homispheres, but the car of progress will roll on, and any bovine that seeks to hinder it will experience a terrible upheaval for his obduracy. them, no concessions can be made to the present age, no departure from the assumed will of the Lord.

THE FIGHTING SIXTY-NINTH.

LITTLE ROCK BARRACES, Ark., May 8, 1877. To the Editos of the Herald:—
I ask the privilege of correcting through your columns some of the mistakes and inaccuracies which are found in an article that appeared in one of your contemporaries of a recent date, ensitled "The Fighting Sixty-ninth," &c. The writer of that article is ignorant of the subject or designedly incorrect in several of his statements. The Sixty-ninth New York Volun-teers, First regiment of the Irish brigade, and the Sixty-ninth New York State militia were two separate and distinct organizations. The Sixty-ninth New York State militia was organized in 1851, and on the breaking out of the late civil war entered the service of the United States for three months, not for thirty days as Buil Run, July 21, 1861, the regiment returned to New York and was mustered out of the service of the general government. Its early history 1 will pass over with the remark that it was organized under the command of Colonel Charles S. Roc. Its subsequent com manders were Colonels James R. Ryan and Michael Corcoran. Colonel Corcoran is so well known that I need say nothing of him, but Colonels Roe and Ryan were both good disciplinarians, and under them the regiment attained a high state of discipline. I joined the regiment in 1853, and was its licutement colonel at the commencement of the war in 1861. Colonel and tensor the fine first that the contensions in ready made to the strain, the first that the contensions in the content of t Corcoran was in arrest at this time for refusing to parade his regiment in honor of the Prince of Wales. I made a tender of its services to Governor Morgan through General Sanford, then commanding the First division, New York State militia. The General refused

Major Twenty-fourth infantry, late Colonel Sixty-New York volunteers, Irish brigade.

A CARGO OF DESERTERS.

The schooner Eothen, Captain J. R. de la Mar, arrived in this city last night from the Cape de Verde Islands, bringing nineteen deserters from American whaling ships, who had shipped principally at New Bedford. The nationalities of the men are American, Portu-guese and Spanish. The wages paid some of the deserters, notably the foreigners, were ridiculously low. Among the batch was E. A. Smailey, a Chicage book-keeper, who, it is alleged, left that place to avoid being summoned in the crooked whiskey suits, and who shipped as a "green hand" in the whiler Metropoulian, at New Bedford, and deserted at the Cape de Verde Islands. As soon as the vessel came to her moorings he sprang ashore, and is now doubless on his way home to Onio. Another individual with a strange story was "Capitaln" E. W. Gates, who claims to have gormmanded one of Messrs. Yates & Portersfield's vessels, of this city, trading with Africa. He says the natives stole his ship and cargo near Lagos, and stripped him of nearly ait his clothing. He resides on Staten Island. The transport to New York of these worthies costs the United States \$550, and their keep in the Cape de Verde Islands as much more. United States Consult Thomas M. Terry of that place was forced to pay \$3.50 s week board money for each. Some of the party had been on his hands for months. Capitain De is Mar informed a highest preporter that some of them on the voyage to this port invere too lazy to turn round." being summoned in the crooked whiskey suits, and

THE NEW BERGEN TUNNEL.

COMPLETION OF AN IMPORTANT WORK-THE ENGINEER'S BEPORT-A COSTLY UNDERTAK-THE OPENING TRIP TO-DAY.

The new Bergen tunnel of the Delaware, Lackawanna and Western Railroad is at last completed. To-day it will be opened to traffic, and there who live along the line of the old Morris and Essex and the Boonton branch will have cause for rejoicing. Owing to the constant delays of trains on this road at either end of the Eric tunnel it was found to be absolutely necessary to the development of the traffic controlled by the company that a new and a shorter route should be

established.

The sucrease of traffic on the Eric Railway has been so great that at certain hours of the day the Delaware and Lackawanna trains are subjected to vexations delays at the Eric tunnel. From the day when the of the tunnel to the present time there have been endless disputes between the two companies regarding the right of way. The new tunnel will not only afford speedy accommodation, but will shorten the distance from Hoboken to the Hackensack meadows two-thirds of a mile. The present route has a very abrupt curve at either end of the Erie tunnel, whereas the new route will be a direct line from the depot in Hoboken a distance of three miles. This will effect a saving in time of ten minutes, besides avoiding the wear and tear incident to curves.

As the new line starts from the Hoboken ferry only

necessary in order to cross the Eric road at the west

As the new line starts from the Hobeken ferry only a few feet above tide water mark is has been found necessary in order to cross the Erie road at the west end of the tunnel, to carry the new hine up a heavy grade. The summit of this grade is at the west end of the tunnel where it eroses the Erie 300 feet from the entrance and at an angle of about sixty degrees. The line crosses three streets and a branch of the Erie Railway, east of Bergon Hill and two streets and two railroads west of the fill. The marshy character of the soil and the great depth of mud rendered it necessary, especially at the eastern side, to use a large quantity of filling. The piers of one bridge had not been completed more than a low weeks when half of the immense pile of maconry disappeared. The broken rock taken from the excavation disappeared. The broken rock taken from the excavation disappeared in the mud as fast as it was "dumped" for several weeks, torcing the soil up on other side to a height of mine lect above the former level and at distance of 100 feet from the embankment. Karth filling would have been superior, in the opinion of the engineer, but earth filling was scarce, while stone was plentition the touch the state of the completion of the great enterprise to Mr. Sambel Sloan, President of the company, yesterday, and the latter gentlema kindly firmished it to a representative of the Heraldo. The report, though not lengthy, is very comprehensive. Alter setting forth the difficulties encountered in the work the report states that the new route is fully completed and open for traffic. Shafis Nos. 2, 3 and 6 and the "pocket" are yet to be "lined," but the work will not interfere with the running of trains. The survey was made in the spring of 1873, and the contract was awarded on the 29th of August in the same year to Mr. John McAndrew, of Scranton. There was considerable delay in the progress of the work, arising from the panic and from several strikes. The tunnel is straight as well as the main line, three quarters of a mile

The cost in Hunan Lives.

The number of men employed in the work was 600 on an average, working in two gauge night and day of ten hours each. Thirteen men were killed, either by tailing down shafts, by premaure explosions, by being struck with pieces of failing rock or by being rub over by cars, and about a dozen more or less injured. An instance is related of one man who was injured and narrowly escaped death. He was removed to another part of the tunnel, where he was killed a lew days af-

OUTSIDE THE TUNNEL.

The bridge over the Hackensack River is second only in importance to the great excavation itself. It contains two spans of 188 feet each and one draw span of 196 leet, the length of the bridge over all being 600 feet. The masony and from work have won the admiration of all railroad men who have inspected the structure. A canal and dock are being constructed in Hoboken, which will be 600 feet in length and 90 feet in width, so that vessels may be loaded from the tracks

on either side.	
COST OF THE WORK.	
Engineering department	\$29,000
Land, right of way, &c	875,000
Hackensack River bridge	212,900
Other bridges	
Steel and Iron	70,000
Contingencies	68,000
Approaches, east	142,000
Approaches, west	250 000
Tunsel	864,100
	Principle or opening

Total. 2, 2860,000
At a quarter to eleven o'clock this forenoon a special train, containing the President and directors of the railroad company and some invited guests, will leave the depot in Hoboken and make the opening trip through the new tunnel on to Morristown and return by the Boonton branch. At Paterson the party will be the guests of the Board of Trade, by invitation of the President, Mr. Barbour. The train will reach Hoboken, on its return, by four o'clock.

OCEAN TRANSPORTATION.

At the April meeting of the Cheap Transportation Sociation attention was called to what is considered an unjust discrimination in the master of ocean freights to New York. The case was stated in the

freights to New York. The case was stated in the following way:—

Recently a New York house was engaged in negotiations for the saie of a large quantity of goods for shipment to Toronto. Being low-priced goods the question of freights was important. It was found that the lowest rate that could be obtained over the Eric or New York Central roads was 57c, to 50c, per 100 pounds, while from Laverpool by Inman steamer to New York and thence over either road to Toronto, the rate was only 12a. 3d. per ton, or 18c, per 100 pounds. The goods, over 100 tons of accond class morchandise, were purchased in Liverpool and shipped through. The freight from Laverpool, New York is 20s. 6d. per ton, making the cost of shipmens from Laverpool to New York to Teronto, over the Eric or New York Central roads, SSc. per 100 pounds.

To discuss this question a committee, consisting of Messre. Ambrose Show, Harvey Farrington, R. J. To discuss this question a committee, consisting of Mesers. Ambrose Snow, Harvey Farrington, R. J. Cortis, of the White Star line; W. H. Wiley, A. B. Miller, Theodore F. Lees and B. Lichtenstein, met yesterday, but came to no practical conclusion. The railroad representatives were not present and the meeting was adjourned to give them time to attend or send memoranda to a future meeting.

A LEATHER SPECULATION

On the 14th of July, 1876, Maurice H. Blakemore, of No. 484 Classon avenue, Brooklyn, gave Robert Colwell \$2,000 cash, and promised to give \$3,000 more. Yesterday at the Fifty-seventh Street Court be ac cused Colwell of obtaining the above money under false pretences. He says that in July, 1876, Colwell advised him to enter the New York Leather Manufacturing Company, assuring him of its valuable stock, which had a roady sale. Colwell represented himself as President of the company and told Blakemore that she Treasurership awaited his acceptance. Blakemore on the assurances of Colwell purchased stock, handing over \$2,000 in cash and \$3,000 on a promissory note. Blakemore became treasurer, but was soon discharged, without explanation. The money was not returned to him. He, moreover, claims that the company has been insolvent and in a runned condition, and that it was so when Colwell induced him to venture in. Colwell, on the other nead, says Blakemore went into the company knowing everything and running all risks. The case was set down for further examination and Colwell was paroled. cused Colwell of obtaining the above money under

POLICE AND POLICY.

A raid was made by the Brookiyn police yesterday on a policy shop at No. 1,671 Pacific street, and William Vance, twenty-eight years of age, was arrested for selling policy slips. Charles English and Richard Far-rell were arrested as withouses. ART MATTERS.

EDWARD MOBAN'S COLLECTION OF PAINTINGS Under the comprehensive title, "Land and Sea," the distinguished painter, Edward Moran, has placed on exhibition at the Kurtz Gallery a representative collection of his works. Whatever the figuretal result may be this exhibition cannot but increase the estimation in which Mr. Moran is held by art connoissours. Very few artists could as has been done in this collection, where some one hundred and twenty canvasses represent Mr. Moran in all his artistic moods.

THE PICTURES.

Very lew of these works have ever been seen by the Very few of these works have ever been seen by the public, having gradually accumulated in the artist's sudio or been specially painted with a view to just such an exhibition as the present one. The immediate cause of the present sale is the intended departure of the artist for Europe, where he intended residing for some years, but the desire to vindicate his claim to a first place among American artists, bar much also to do with this exhibition. Although one of the most highly esteemed of our American artists, Moran has never received at the hands of the National Academy of Design that consideration to which he thinks himself entitled, and his streament this year, when one of his fleest pictures was consigned to the code charity of the corridor, completed the break between him and the Academy, so he came to the conclusion to have an exhibition of his own where the public could see and judge his works for themselves. Very naturally a good many of the pictures how exhibited are small, and are of no very great importance, but they are by no means numerous. Most of the small works are interesting and vigorous, being in many instances the original designs for larger works, which have been carefully finished. They are excellent examples of the artist's style, and are quite and every little in the pictures to suggest that they are the work of one man, a lact due no detailed the continuous and patients which the pictures are stranged.

Best known as a painter of marine subjects, Mr. Moran appears to best advantage in his purely marine subjects. So great is his sympathy with the sea and with shipping that it requires little streated of the motion of water as he can, or the driving of a ship before the wind under full sail. Among the pictures in this collection are several admirable examples of this, to us, his best class of work. Observe the canvas to which the place of honor has been given, "The Vistorious Madeleina." It represents a yacht under a full head of sail cleaving through a heavy fown-flecked sea, and lookin public, having gradually accumulated in the artist's studio or been specially painted with a view to just

the former-adopted a liberal interpretation of this At the concluding day's sale of Baron Grant's plo rule and fired away for hours together, in order to get tures there was again a crowded attendance of picture dealers, their patrons and the general public, (who watched, with absorbing interest, the dispersion of a collection which is said to have cost Mr. Grant over \$750,000. The first day's sale reatized \$210,065, and the second \$319,885, or \$529,950 in all. Only two instances occurred in which the price at which works these was The Temple of Osiris at Philie, by W. Muller. This, when sold among the Cope collection a few years since, in the same room, fetched \$9,000, and on Saturday Mr. Goupil had to give \$11,000 for it. The other instance of an advance was in F. D. Hardy's Wedding Breakfast, which was knocked down for \$3,800, or \$50 more than it fetched at the Eden sale. Sir [Edwin Landscer's lamous at the Eden sale. Sir Edwin Landscer's lamous figure reached at the sale, being knocked down to Mr. Agnew for \$28,250. W. P. Frith's picture, Before Dinner at Boswell's Lodgings in Bond street, for which there was such a sharp competition at the Manicy Hall sale, when Mr. Grant bid nearly up to \$25,000 before he was successful, fell to Mr. Agnew for \$15,250. The following are the Bond atreet, for which there was such a sharp competition at the Manicy Hall salo, when Mr. Grant bid nearly up to \$25,000 before he was successful, fell to Mr. Agnew for \$15,250. The following are the prices realized for the chief pictures in Saturday's sale, with the name of the purchaser:—John Lunell's Weish Scenery, from the Manley Hall collection, \$7,250 (Agnew); Milking Time, by the same artist, \$5,650 (White); Tito Melema, by Miss Elizabeth Thompsoh, the subject being from George Eliot's Romons, \$1,850 (Agnew); A Classical Landscape, by Sir A. W. Calcott, R. A., last from the Hardreaves collection, \$3,000 (Agnew); The Venturesome Robin, by W. Collins, R. A., from the Farnworth collection, \$4,000 (Agnew). The same artist's Le Bon Curé, which was bought at the Knott sale for \$3,750, went to Mr. Agnew for \$2,350. Haddon Hall—Rook Shooting, D. Cox, \$1,900 (Palmer); Sir D. Wilkie's Penny Wedding, for which as the Gillot sale Mr. Grant gave \$3,500 went for \$1,710 to Mr. Martin. T. S. Cooper's The Guardian of the Herd, \$3,100 (Agnew); Dutch Pinks (or fishing boats), on Scheviningen Beach, E. Cooke, R. A., \$2,300 (Mpnw); A Highland Croft, Peter Graham, \$3,050 (Holms); Martid, or the Liberty of Creed, E. Long, A. R. A., \$3,000 (White); St. Francis Prenches to the Birds, Marks, \$5,500 (Agnew); The Last Moments of Raffaelie, H. O. Neill, A. R. A., \$5,050 (Agnew); A Highland Croft, Peter Graham, \$3,050 (Holms); Martid, or the Liberty of Creed, E. Long, A. R. A., \$3,000 (White); St. Francis Prenches to the Birds, Marks, \$5,500 (Agnew); The Last Moments of Raffaelie, H. O. Neill, A. R. A., \$5,050 (Agnew); A Highland Croft, Peter Graham, \$3,050 (Holms); Martid, Britter Highland Croft, Peter Graham, \$3,050 (Holms); Martid, Britter Highland Croft, Peter Graham, \$3,050 (Holms); Martid, Britter Highland Croft, Peter Graham, \$3,050 (Holms); A Highland Croft, Peter Graham, \$4,000 (Agnew); The Lind Moments of Raffaelie, H. O. Neill, A. R. A., \$5,050 (Agnew); The Lind Moments of Raffaelie, H. O. Neill, A. R. A., \$6,000 (Agnew)

BOOK SALES.

The sale of valuable books at Bangs' was concluded resterday before a large attendance. The Irish books in this collection have so far fetched the largest prices, and the principal private purchasers during

she week have been Rev. Father O'Farroll, Bishop Spaulding and Eugene Kelly. There were nearly 3,000 books in this collection, most of them relating is Irish literature and the Roman Catbolic religion. The sale was quite successful, though a number of books sold below their value.

The Messra Leavitt have three large libraries catalogued for early sale. The first was begin last evening at Clinton Hail, and is the library of the Hon. J. S. Trimbie, of Tennessea, It includes standard English and American books, such as Waverley novels (Abbotsford edition), Allson's Europe, Macaulay's works, Milton's works (Pickering), 1851; Shakespeare's works, Knight's (original) pictorial edition; Washigton's writings, lasyle's Dictionary, Grote's Greece, Baizac's complete works, a large paper copy of Burton's Anatomy of Melancholy. Rabelais' works, large paper copy, printed on veilum paper; upward of seventy srist proof engravings. Added to these are a number of fine art and illustrated works, including Hogarth's works, 153 plates, atlas folio; lugram's Memorials of Oxford, three volumes,

large paper; Kay's Portraits, four volumes; Michaux and Nuttall's North American Sylva, 300 colored plates, five volumes; Ruskin's Modern Painters, four volumes, royal octave; Scott's Provincial Antiquities, itwa volumes, large paper; Walton & Cotton's Complete Angier, two volumes (Pickering), 1830.

On Monday eveding nest the sate of the libraries of two well known collectors, embracing nearly three thousand lots, will be begun. Part of this collection was made by a Guban genileman, and is rich in valuable editions of Don Quixote and other Spanish standards, with an extensive collection of works on the horse and borsemanship and on cookery. The rest of the collection was made by a Brooklyn genileman, and includes works on the history and geography of North America, voyages, travels, &c. On Tuessoay, the 22d, and following evenings, will be soid six hundred odd lots of illustrated books received from Havana, comprising galleries of paintings and sculpture, architecture, picturesque voyages, scanery, coatumes, collections of engravings and a valuable collection of works on natural history.

CREEDMOOR.

THE MARKSMEN OF THE SECOND BRIGADE, STATE MATIONAL GUARD, AT BALL PRACTICE. The qualified marksmen of the Second brigade, First division, N.G.S.N.Y., had fair weather yesterday for their first meeting this season before the butts of Creedmoor. The Ninth regiment turned out 141 offi-cers, non-commissioned officers and rank and file, under the command of Major Pryor; the Eleventh had atty officers and mon on the field, commanded by Captain Kerfer, and the Seventy-first placed on ground 127 officers and enlisted men, under the orders of Major McAlpine. Lieutenant Colonel Chaddock, of the Seventy-first regiment, was field officer in command; Major Orvis, brigade inspector of rifle practice, directed the firing, and Staff Surgeon Powell, of the Seventy-first regiment, was on the field to look after the sanitary arrangements. General Vilmar, on account of delicate health, was not on duty; but am the officers of his staff were noticed Colonel Van Wyck, Major Earle, Captain Webb, Captain Gilsey and others. The officers and men went through their firing pretty creditably at both the third and second class targets (200 and 500 yards) and the percentage of those who again won the distinctive badge of marksmen in the different corps was very satisfactory. The Ninth regiment qualified 101 men, the Eleventh 36 and the

ome of the best scores tha	t were made:-
	EGIMENT.
Corporal Engle 43	Sergeant Engle
ieutepant Kennedy 39	Sergeant Kelfer
leutenant Beauman 87	Captain Auld
Lieut. Col. Montgomery 36	Lieutenaut Hegtz
Colonel Hitchcock 36	Sergeaut Cooper
Captain Harding 35	Corporal Bohlken
ergeant Kneeland 35	Sergeant Strauss
ergeant Maury 35	Private Donigan
ergeant Nordbrook 35	Sergeant Toeliner 3
aptain Hamans 34	Captain Japtha
Captain Mulligan 34	Private Bunte
rivate Weyrich 34	Private Frank
jeutenant Springer 33	Private De Groot
rivate Darting 33	Surgeon Broot
rivate Brennan 33	
	THE PERSON NAMED IN COLUMN TWO IS NOT THE
	REGIMENT.
Private Baugert 36	Private Letzeller

rgeant Beansar 33	Sergeant Heblich
vate Betz 31	Private Hans
ptais Wohllebe 30	Private Jones
geant Renthardt 30	Private Gultman
vate Steiner 30	Private Ebler
vate Beulter 29	Colonel Umbekant
geant Fritz 20	Surgeon Niglatsch
vate Baghman 28	Captain Lindauer
vate Banghardt 28	Drum Major Subr
vate Schrieuer 28	TO THE RESERVE OF THE PARTY OF
SPERSTY VID	ST REGIMENT.
ptain Clark 42	
vate Addison 41	Sorgeant Smith
vate Lindsay 39	Sergeant Gillie

Captain Hoffman. 37
Corporal Davis 37
Captain Orson 36
Corporal Wilson 36 Private McDonald 29 Orporal Wilson. 36 Private McDonald 29
Private Young. 35 Pr.vate Farrell. 29
Private Duke. 33 Sergeant Aunett, Jr. 29
Private Stone. 33 Sergeant Haupner. 29
Ludger the contraine. 33
Ludger the contraine. 33 Under the new regulations published by the General Inspector of Rifle Practice a marksman who fails to qualify on his first score is permitted to make one or

more new trials the same day. It was noticed yesterday and the day before that officers and mon-especially

the former—adopted a liberal interpretation of this rule and fired away for hours together, in order to get a good score to stand upon, many of them neclecting other necessary duties and burning a great deal of ammunition almost necessly.

Volley firing was again tried, this time on a larger scale than the previous day. Ten squads of eight men each were distributed in front of as many targets, and they fired a couple of rounds at 100 yards distance, but with poor success and giving evidence of bad discipline, as many of them came to the "aim" when given the word "ready," and, when ordered to fire, obeyed at their leisure, so that it sounded more like file firing than a volley.

At this point a difficulty arose with Range Superintendent Brauer, who was much the worse for liquor. He attempted to drive to the buttes almost in the line of fire, and, on being remonstrated with by Colonel Chaddook, blew his signal whistle, whereupon the markers came out of their bullet proofs and roused to mark any further. The Colonel ordered Brauer under arreat, which was accomplished after a struggle. It was a painful and disgraceful scene.

SEW YORK VS. LONG ISLAND.

A long range match, which has been much talked of, takes place to-day between a team of six rifemen representing New York and vicinity and an equal number of men from Brooklyn and its neighborhood. The contest is only for the giory of winning. The team representing New York and vicinity and an equal number of men from Brooklyn and its neighborhood. The contest is only for the giory of winning. The team representing New York is executed in the persons of General T. S. Dakin, R. Rathbour, Major H. S. Jeweil, I. L. Allen, C. E. Blydenburg and I. Weber. Shooting will commence at eleven o'clock, The Brooklynites' stock is at a premium.

The IRISH ARKHEGAN HILLE CLUR.

Jewell, I. L. Allen, G. E. Blydenburg and I. Wober. Shooting will commence at eleven o'clock. The Brooklynites' stock is at a premium.

The ITISH ARKRIGAN RIPLE CLUB.

The Ashland House, Fourth arenue. It was resolved to have a match at Creedmoor among the members next Saturday. The President, Lieutenant Murphy, was in the chair. Major Duffy, the secretary, and Mr. Brown, the treasurer, rendered progressive reports. The following resolution was adopted:—

Resolved, That the first match of the season be held at

Resolved, That the first match of the season be beld at Creedmoor, on Naturday, May 18; distances, 200 and 509 yards; small bore ribes, 800 yards; seven shots, with two, sightling shots at each range; entrance fee, twenty-five cents; price, the first badge of the club. This match is open to all members of the club who have scored forty points

or ever.

A second badge for those who have scored under forty points under the same conditions will be shot for the same day. The following officers were elected for the ensuing year:—General F. F. Miller, President; Licutenant William H. Murphy, Secretary, and Major Edward Duffy, Treasurer, The meeting then adjourned till Friday night next in the same place.

THE BENCH SHOW.

LAST DAY OF THE EXHIBITION AT GILMORE'S GARDEN.

It is estimated that nearly forty thousand persons visited the dog show at Gilmore's Garden. Fully sixty per cont of this number were ladies and children, and perhaps much is due to the fair sex for the great success which attended the exhibition. The Rev. J. Cumming Macdona, the eminent English authority on all matters appertaining to the canine race, said last night that the show was the grandest that he had ever at tended, and that the interest taken in it by the citizons of New York was a gratifying surprise. He also bore testimony to the great number of magnificent and well-bred dogs exhibited, and was of the impression that the day is not far distant when the United States can say that they "whip all creation

the United States can say that they "whip all creation in bench shows." Mr. Macdona will remain on this side, of the Atlantic until the 26th inst., meanwhile visiting Washington and points of interest in the South. It was his intention to make a flying trip to Texas, but, finding that the time at his disposal would not aumit of such a long journey, he reductantly abondoned the idea.

"More than half the dogs have been removed" greeted the eyes of the intended visitors hast evening in the shape of large placards posted at the entrances of the Garden, which announcement had the effect of materially reducing the night's receipts. The management in their desire to treat the public larry adopted the precaution slighted to. They could not prevent exhibitors taking their property from the place after the third day, but due all was possible in that direction though their efforts were in part fruitless. Two thousand or more, however, took the risk of getting their money's worth end entered, though the number of empty stalls far exceeded those with occupants." At ten o'clock the show was announced at an end, and before midnight the hast dog was removed.

Great praise is due to the Westminater Konnel Club for giving New Yorkers this grand show, and the result of it will be that all dogdom in this section will hereafter be treated with more respect than in the past. The burden of the labor fell upon the shoulders of Messrs. William M. Tillston, C. Dubos Wagstaf, R. Watter Webb, Dr. W. S. Webb, Louis Wright and E. H. Dixon, the Bench Show Committee, and creditably they caused the undertaking to move along.

LICENSING THE DOGS.

The Permit Bureau granted yesterday 660 additional dog licenses. Among the gentlemen who procured tags were G. G. Havens for a buildog which took a prize at the Bouch Show; John T. Raymond (Mulberry Sellers), a pug; Justice Wandell, two dogs; Augustin Buly, a St. Bernard; Bease Sudlow, a Spitz.

The total number of Recases granted up to the closing of the Bureau yesterday was 2,510, for which the amount of \$4,271 was received, including ten cents each tor tags. OUR COMPLAINT BOOK.

(Norm.-Letters intended for this column must be accompanied by the writer's full name and address to insure attention. Complainants who are unwilling to comply with this rule simply waste time in writing ED. HERALD.

PUBLIC SCHOOLS' DISCIPLINE.

ishment and wrongs of little children in the public schools. My little girl has often been made to stand with her eyes shus in the auc; also putting her heads behind her back for half an hour at a time; also keep-ing her legs on the deak almost as high as her head. I am willing to make an affidavit to the above.

To THE EDITOR OF THE HERALD:-Will the retail stores close on Tuesday, May 15? 1 think they should to allow the working class to witness the carnival L. P.

TO THE EDITOR OF THE HERALD!-I and my young nephew took car No. 91 on the Third avenue line, at the corner of 117th street and Third avenue, to go to Seventy-first street. I occupied a seat inside, he taking an outside berth on the front platform. On our arrival at Seventy-Bret street the conductor stopped the car to allow me to get off; my young nephew, not noticing that we were at Seventy-Bret street, remained on the car. I called to the conductor to notify him (my nephew), and he deliberately walked to the front platform and pushed him head foremost to the street, completely covering him with mud and flith. Cannot railroad companies secure more gentlemanly conductors, or if the passengers are to be treated so brutally what redress is there?

INJURED PASSENGER.

VEGETABLES BY WEIGHT. TO THE EDITOR OF THE BERALD:-

I am an old grocery man and have sold vegetables all my life by measure, and now I am finding out that the more "I put down the less I take up" in that line. Why can't all grocers combine and sell those goods by weight? Take, for instance, the articles of potatoes, turnips, sweet potatoes, spinned, eggs and many others that we are constantly dealing in. I am sure that by weigning such goods it would be as fair for our customers as for ourselves. Every one would be satisfied and a great many unpleasant controverses avoided.

GROCER.

SMORING IN THE STAGES.

TO THE EDITOR OF THE HERALD :-Most of the car lines of our city have signs forbidding smoking. This is enforced on the lines naving conductors. The stage lines having no conductors Conductors. The stage lines adving no conductors. It is fact is taken advantage of by constant smokers. I.adles being in the stage makes no difference to them. I think this should be attended to by the compaties in some way, as there is a class of constant amokers, calling themselves gentlemen, I suppose, who make a practice of smoking in the stages.

CONSTANT SMOKER NO. 2.

TO THE EDITOR OF THE HERALD:-

Stick to the complaint column and especially the case, one of many. May 1, one year ago, I was engaged in a leading wholesale house at \$150 the first year (\$2.88 per week) and led to bolieve that she salary at the end of the time stated would be increased. salary at the end of the time stated would be increased, instead of which two weeks before the time expired, with a frivolous excuse, I was discharged. I was again compelled to bogin at \$3 per week. I am seventeen years of age. My car lare (iving in Harlem) is seventy-two cents per week; lunch five cents per day; can mortal cat less? Yes, sometimes I save five cents and cat nothing, which, as my parents are poor and we have bread and coffee for breakfast, fasting all day comes mighty hard work. It leaves me just exactly \$1 per week for clothing, shoes, stockings, &c. Being salesman in a Broadway store I must be decently dressed, else I would again be discharged. I new need a suit and how on earth to get it I do not know and dare not ask for more salary. Speak out, boys, the Heralto will belp you. If we attend to our duties a whole year we are worth keeping a second year.

DEFRESSION.

RAILROAD TRACK REPAIRS. TO THE EDITOR OF THE HERALD :-

Is there any possible way to compel either the Ninth Avenue Railroad or the city authorities, whichever is responsible, to repair and put in order the track and pavement on Fulton street, between. Washington and Greenwich streets? Its condition is not only disgraceful but dangerous, and if you will kindly inform me who the responsible parties are I will endeavor to see if they cannot be obliged to attend to the matter and no longer endanger the lives of the public.

A SUFFERER.

DISPENSARY DENTISTRY. TO THE EDITOR OF THE HERALD :-Have the poor, hard-working class no rights which dispensary officials are bound to respect? Being a poor man I cannot afford to pay a dentist to extract my children's teeth when that operation becomes necessary; so I sent my daughter, aged twelve years, to the Eastern Dispensary, corner of Grand and Essex officiating in the former's absoluce. As a captuse de the users' may be termed an immense success, as he not only pulled my daughter's atting tooth, but also a sound one in addition, and sent ber home with a lacerated jaw. Trusting that the HERALD will thoroughly illuminate the subject of "city dispensaries" and their workings, I remain, very respectfully,

CHRISTOPHER BOKE, No. 656 Water street.

BOGUS EXTRAS. TO THE EDITOR OF THE HERALD:-

Can not some method be devised to stop the sale of evening papers as "bogus extras?" Yesterday afternoon two or three big loaders atoou in a group crying out, "Extra! Loss of an ocean steamer!" and succeeded in selling quito-a number, as many feared it might be the missing City of Brussels. The extra column was an account of a battle on the other side, and the only thing in the paper approaching an ocean disaster was the wreck of a Norwegian bark. A VICTIM.

"THE WRAPPERS WERE TORN OFF."

TO THE EDITOR OF THE HERALD: -I have advertised in your paper our book called the Poultry Yard and Market," many copies of which are every day sent by mail, securely packed, with an illustrated catalogue enclosed. To-day we got a notice illustrated catalogue enclosed. To-day we got a notice from the Post Office that a package was retained which belonged to us. Upon applying for it we found that four of our books were returned without the catalogues, and with the simple explanation that "the wrappers were torn off." The persons who have mailed us fifty cents each for these books will probably find fault when they discover that no book is received; but the lault lies with the department, which should be more careful, as we do not know which address to remail the books to. Respectfully yours,

PROFESSOR A, CORBETT.

A GENERAL INDICTMENT.

TO THE EDITOR OF THE HERALD:-We are residents, business men and property owners in West Nineteenth street, between Sixth and Seventh avenues, and respectfully solicit a small place in your mighty "Complaint Book" (cato perpetua), in order to raise our united protest against an intolerable order to raise our united protest against an intolerable noisance which has been permitted to exist for years in the block above referred to. We allude to the heterogeneous array of ash carts, express wagons, milk wagons, trucks, &c., which are to be found there day and night, more especially at night, when the denizons of the rear tenements issue forth in soid phalanx and secure seats on those vehicles, where they remain until the "wee small hours," making night bideous with their yells and profanity. We ask, Mr. Editor, by what right are those unsightly carts ranged in front of our property, residences and places of business? We have appealed in vain to the ponce, and now we appeal to you as a last resort. Owing to the above nules, our stores are not patronized, our wives and daughters are insulted, all of which ills we have borne until patience cesses to be a virtue.

MANY CITIZENS.

WILL COLONEL MOONEY TAKE HEED?

TO THE EDITOR OF THE HERALD!-Can you inform us (residents of the upper end of the

Kingsbridge road and Kingsbridge) why the proper authorities do not give us a road over which we can travel with pleasure and safety? This piece of road, about three and a half mines in extent, between Carmanaville and Kingsbridge, is in a shamoid condition, worse by lar than it was forty years ago. I am told that Colonei Mooney has charge of repairing it and that he is doing so by day's work, eight hour system (instead of by contract), at \$1.60 per diem. I am also informed that sufficient remains of the appropriation to make a good job of it by contract. While skilled labor can be had at \$1.25 per diem of ten hours, will is this work proceeding at the "small's pace" of the "Boulevard quickstep?"

It is said that the Colonei is fond of a good horse. Will he not, therefore, take pity upon us and thoroughly and expeditiously menu our ways, so that we may enjoy what would be, if in good order, the remantic drive from Kingsbridge (via Tenth avenue and Boulevard) to Central Park? Now we pass over, if we use the road referred to, at the risk of injuring norses and vehicles and of necessity have to use the Hudson River Railroad. The want of a good road is depreciating the value of all property between Carmansville and Kingsbridge.

WASHINGTON HEIGHTS. travel with pleasure and safety? This piece of road